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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Hungary

REPORT

SUBJECT Railroad Information

DATE DISTR.

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PLACE ACQUIRED

REFERENCES

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. Rolling Stock

a. The following passenger coaches are available:

4-axled:	700	
2- or 3-axled:	3,870	25X1
Covered freight cars adapted for passengers:	300	
Service and mail cars:	1,060	
Miscellaneous:	140	
	<u>6,070</u>	

About 8% of the total are always under repair.

b. The following cars have been constructed or are projected:

Completed in 1954: 290 x 20-ton tank cars.
 To be manufactured in 1955: 70 x 20-ton tank cars.
 Alumina carriers (KAB-type): 132 completed, but not much used.
 Ore transporters (GAX type): 60 completed.

It is also intended to manufacture 60-ton tank cars, but the plans have not yet been approved.

2. Fuel Supplies

Coal reserves had reached 11½ days by 11 September 1954. The Minister of Mail and Transportation, who had ordered that reserves should reach 14 days by the middle of September, had subsequently decreed that the date for attaining such reserves was to be 1 November 1954 and that this date had to be adhered to, even at the cost of removing some trains temporarily from the timetable.

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3. International Railroad Standards Committee.

This body held a meeting in Budapest in August (date not given), which was attended by Soviet, Chinese and Satellite delegates. At the beginning of the meeting, the East German representative rose and stated that he was attending as an observer only, since "in view of important political negotiations", the conference had only an informative character, and that decisions regarding standardization depended on political decisions. All the other delegates were taken aback, and accepted the explanation in silence, without comment.

4. Railroad Workshops.

Railroad workshops, which have been separated from the Hungarian State Railroads(Máv) since 1948, and have been operating as an independent undertaking, are to be reunited with the Máv on January 1955.

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